

From Pittsburg, via the Ohio & Big Beaver, to the Ohio Canal, and on to Cleaveland, on Lake Erie; or from Pittsburg, descending the Ohio, or ascending the same, our trade would pass on the almost endless waters of the West.

The navigable streams of that region, are computed to be, in length, about 30,000 miles;* its area, to comprise 1,100,000 square miles.† In the year 1810, it contained 1,078,000;‡ in the year 1820, 2,200,000 souls|| And it is now the home of 3,500,000 persons.§ But forty four years ago the number of its inhabitants did not exceed 100,000 souls§—within this century, they will exceed 30,000,000 of people.

With the inhabitants of a region so vast, fertile, and abounding in navigable streams, it must be of the highest importance to the people of Maryland, whose Emporium is the nearest Seaport, to cultivate the closest intercourse by means of every practicable improvement, or artificial way. It is estimated that one half of the whole tolls received from the Erie Canal, are derived from the trade West of Buffalo.

The Convention, that met at Baltimore, in 1824, look forward, with anxious solicitude, and manifest wisdom, to the adoption of measures to secure a large accession to the trade of Baltimore, “from the West and to the South of the Chasapeake and Ohio Canal line—and in which they include four-fifths of the Lake country, the States of Ohio, Indiana and Illinois, part of Pennsylvania, Virginia and Kentucky, and indeed all the country whose trade is not exclusively confined to New Orleans.” And as that vast region shall be subdued by its rapidly increasing population, may not that accession to the trade of Baltimore become, not only as great, but much greater than what New York now enjoys, with the country West of Buffalo, if the Chesapeake and Ohio Canal shall be constructed to Cumberland? Or so soon as

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} of the connected view of the whole internal navigation of the United States.